MARCH-APRIL 1989
VOLUME 8 NUMBER 2

Yankee WINGS

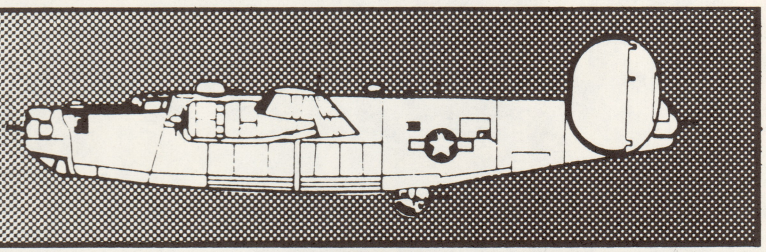
THE MAGAZINE OF THE YANKEE AIR FORCE

Also in this issue . . .

- The Tucker XP-57 Lightweight Fighter
- The Great Japanese Balloon Caper
- USA's Premier Aviatrix
- The B-52 in SEA (Pt. III)
- 1949 Cruise of *USS Cabot*

. . . and more!

Yankee WINGS



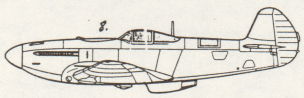
KOREA – THE FORGOTTEN WAR

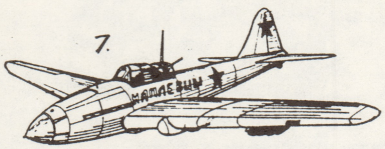
by Jim Hanford

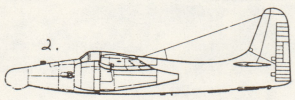
In recognition of the YAF's Memorial Day theme, we have "slanted" this issue in that direction. The cover illustration by Jim Serdenis highlights a few of the more significant aircraft of the war. Inside you will note that preparations are moving swiftly on the plans for the big weekend. Also note that the line art throughout the magazine portrays aircraft from that conflict. How many can you identify? Each sketch is numbered, and a list of identities appears near the end of the issue.

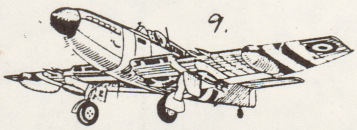
Another in Bob Pauley's series of Michigan-made aircraft is the Tucker XP-57, which was truly a "one-off". Buff Briefs returns with Part III on the B-52 in SEA. Sam Sturgis covers the only Japanese aerial attack on the Continental United States in "The Great Japanese Balloon Caper", and Tale Spins honors one of America's greatest women aviators.

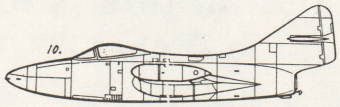
"But wait!", as they say in late-night TV ads, "...there's more!" We have flying stories from the career of member Bill Dodds, restoration news, happenings at the hangar and in the divisions, and the 1989 air show calendar. Finally, we have photos of a U.S. Navy reserve squadron cruise on the *USS Cabot* in the centerspread. At least two YAF members flew off the *Cabot* during that cruise forty years ago.











Artist Jim Serdenis captures some of the major aircraft types used in the Korean War. Shown clockwise from the top are the B-29, F-86, H-19, F9F, A-26 and MiG-15.

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Michigan's Aviation Heritage

by ROBERT F. PAULEY

The Tucker XP-57 Lightweight Fighter Plane

The release in mid-1988 of the film, "Tucker: The Man and His Dream," generated renewed interest in the 1946 Tucker automobile and the man responsible for its creation, Preston Tucker. The movie, a collaboration between filmmakers George Lucas and Francis Coppola, concentrated on Tucker's creation and introduction of the revolutionary Tucker automobile in the post-war year of 1946 and his subsequent trial after indictment by the Security and Exchange Commission that eventually led to the downfall of the company. Unfortunately, although this film covers the history of the Tucker automobile very well, it makes no mention of Tucker's earlier activities that led up to the automobile venture. One obvious omission, especially from the aviation enthusiast's point of view, was the lack of reference to the Tucker Aviation Company of Detroit, and the fighter plane that Preston Tucker proposed to the U.S. Army Air Force during World War Two.

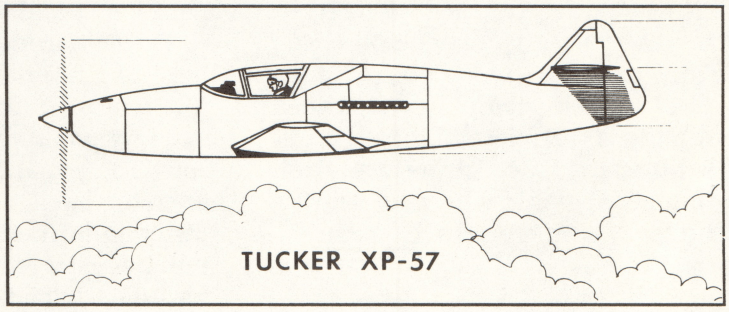
Preston Thomas Tucker was born on September 21, 1903 in the small town of Capac, located in the thumb area of Michigan. The Tucker family moved to Detroit a few years after Preston was born, and lived in the Ecorse Road and Fort Street area.

Young Tucker attended local grade schools and eventually graduated from Detroit's highly regarded Cass Technical High School. It was there that he first demonstrated his aptitudes and abilities in things of a mechanical nature, tinkering on cars in his after-school hours.

Preston was an ambitious young man, friendly, talkative and filled with the desire to make a name for himself in the automobile industry. After graduating from high school, he obtained a job for a brief period of time at Cadillac and later moved to Ford, working as a mechanic and technician.

Then in 1923, at the age of 20, Tucker's life changed when he married Vera Fuqua. He soon realized that he would be wise to settle down and find a more permanent job, one that would ensure him and his new wife a steady income.

At that time Tucker was living in the Downriver area in Lincoln Park, and in the mid-1920's he joined the Lincoln Park Police Department. This was during the peak years of Prohibition, and being a cop at that time was both exciting and dangerous, especially along the Detroit River waterfront in the Ecorse area. At one time Tucker single-handedly arrested two bank robbers while on patrol, but too much of this type of "excitement" convinced him that it would be wise to move on to a safer line of work.


TUCKER XP-57

As a result, Tucker retired from the police force and embarked on a new career as an automobile salesman, selling Studebaker cars in Hamtramck. His ability to make friends quickly and to develop contacts served him well. He soon was selling a record number of new cars.

The car dealer had recently opened a new dealership in Memphis, Tennessee, selling Chrysler, Stutz and Pierce-Arrow automobiles. Tucker was sent there to become head of the sales department. Again he did well, selling a record number of new cars, and gradually became more prosperous.

Later Tucker became the Regional Manager for Pierce-Arrow cars in that area. By 1933, Preston Tucker tired of Memphis and returned to Detroit. In the booming Motor City, he got a job as the Sales Manager in a Dodge dealership.

Tucker had been an auto racing enthusiast for many years. Every year he would make the pilgrimage to Indianapolis to attend the annual 500 mile race. It was on one of those trips that he met Harry A. Miller, a well known designer of racing engines and became good friends.

In 1935, Preston joined forces with Miller to form Miller and Tucker, Inc. in Detroit. This was Tucker's first venture into the automobile manufacturing end of the

business.

Harry Miller obtained a contract from Edsel Ford to build ten rear-engined race cars to be designed and built in the new Miller and Tucker plant. The race cars were to be powered by stock flathead Ford V-8 engines and entered in the Indianapolis race the following year.

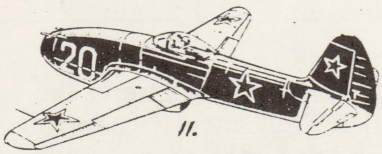
Eight of these cars were completed and four qualified for the race. None finished, due to minor problems.

This brought Tucker's first business venture to an end but he had been impressed by these rear-engined race cars. The 1946 Tucker automobile design followed a similar formula with a large, powerful rear engine and rear wheel drive.

All that was to take place in the future, however. In 1937, Tucker moved to Indianapolis where he opened his own dealership, selling the expensive and prestigious line of Packard automobiles.

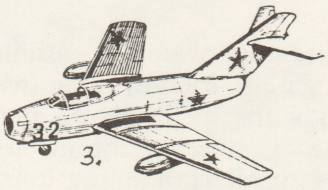
As World War Two approached, Tucker sold his dealership, and in 1939 moved back to Michigan. He bought a big home in Ypsilanti. Behind that house was a two-story barn that he converted into a machine shop and formed a new business known as the Tucker Aviation Corporation.

The new company expanded rapidly as Tucker obtained subcontracting work from the Detroit industrial giants who were gearing up for wartime production work.



As a part time activity, Tucker and his engineers designed a high-speed military combat vehicle with a power-operated gun turret mounted on the roof. One example was built in their small experimental shop behind the plant. Tucker made numerous attempts to sell this vehicle to the Army but was never able to generate much interest in it.

On the other hand, the military was much more interested in the gun turret he had designed for the car, and eventually the Navy awarded Tucker a large contract to build these gun turrets.



Suddenly, Tucker found the shop in Ypsilanti was too small to meet the production demands, and he moved the gun turret manufacturing operation into the former Graham-Page automobile plant on Warren Avenue in Detroit.

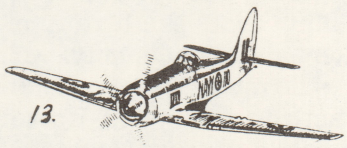
These gun turrets were used on Navy torpedo boats built by Higgins in New Orleans, and had to be sent there for final installation. As the demand for gun turrets increased, Tucker moved the entire operation to New Orleans where he formed the Higgins-Tucker Aviation Division. The gun turrets were built in Tucker's factories all during the war and were used on Navy PT Boats, Landing Craft and numerous other naval ships.

Preston Tucker had been interested in aviation since his days at Cass Technical High School, and when the Tucker Aviation Corporation was formed in 1940, he had high hopes of entering the aviation manufacturing field. In May 1940, Tucker Aviation submitted a proposal for a new fighter plane to General "Hap" Arnold, head of the U.S. Army Air Corps. Tucker's proposal was for a lightweight fighter using wood and other non-strategic materials – a fighter that could be built at low cost and in large numbers.

Tucker, with his magnetic personality and persuasive manner, was able to convince General Arnold that this was a viable concept and was eventually awarded a contract to build a prototype.

The new fighter/pursuit plane carried the Tucker Aviation Corporation's designation AL-5 and was assigned the Air Corps designation of XP-57. According to the contract, one airplane would be built for test purposes. It was given the military serial number 41-004.

Tucker and his design group came up with a configuration similar to that of Bell's P-39 Airacobra, with the engine behind the pilot and driving the propeller at the front by a long shaft. The Tucker XP-57 was expected to weigh only 1920 pounds empty and had a gross design weight of 3400 pounds. For comparison, the P-51D Mustang weighed 7100 pounds empty and the larger P-47 Thunderbolt weighed close to 10,000 pounds! The XP-57 had a wing span of 28 feet 5 inches, a length of 26 feet 7 inches and a wing area of 120 square feet.



For the power plant, Tucker came to his old friend, Harry Miller, who designed an eight-cylinder, in-line liquid-cooled engine for the airplane. Known as the Miller L-510-1, it had a displacement of 510 cubic inches and developed 720 hp at take-off and 615 hp at 20,000. This engine was basically two of Miller's four-cylinder race car engines joined together on a common crankcase. It was designed to drive a two-bladed propeller via an 8-foot extension shaft running between the pilot's legs.

The airframe was to be of mixed construction with a steel tube fuselage covered with an aluminum skin, and wings and tail surfaces of wood with plywood covering. The

(Continued on Page 17)

THE GREAT JAPANESE BALLOON CAPER

by Sam Sturgis

While cruising off the west coast port of San Pedro in November of 1944, Navy patrol craft spotted a strange object floating in the water. It first appeared to be a large piece of wet cloth. Thinking it might possibly be a parachute, it was retrieved. After study, it proved to be a large (over 32 feet in diameter) deflated balloon with radio equipment bearing Japanese markings. This was the beginning of "The Great Japanese Balloon Caper".

The recovery was duly reported, but was regarded more as a curiosity than anything else until a short time later when several recoveries were made in various parts of the western United States. Some were recovered complete with anti-personnel and thermite bombs attached.

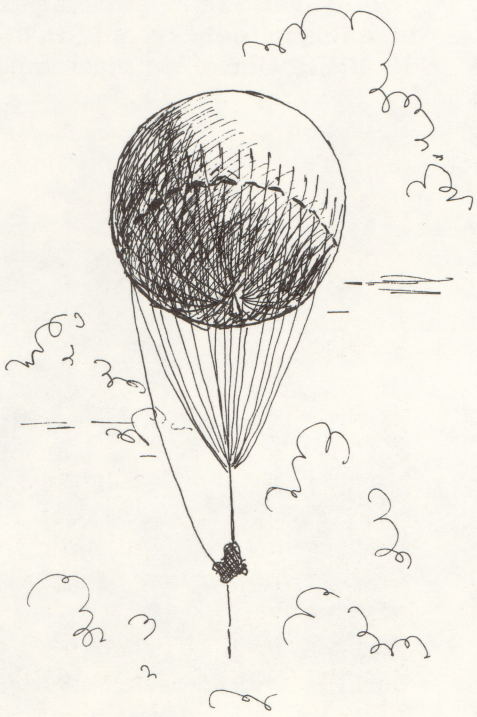
Immediate action was then taken against this new, unknown menace. Earlier thinking that the first sighting was perhaps a weather balloon launched from a submarine was discarded in favor of a possible Japanese attack against our western states, which indeed it was.

Among the possibilities considered were biological warfare, widespread burning of our western forests during the dry season and psychological attempts to cause panic which would impede our war-effort, or all of these.

The commanding general of the Western Defense Frontier swiftly ordered almost three thousand troops, including paratroopers, as firefighters into areas where damage to timber and grasslands was critical. Also, patrol planes were ordered over these areas to spot fires.

In the event that germ-carrying balloons were launched, agricultural agents, 4H clubs, agricultural colleges and veterinarians were warned to watch for unusual diseases in cattle or crops. Decontamination sprays and chemicals were stockpiled in western states where they would be available if needed.

In an attempt to intercept this balloon invasion, fighter bases from the Aleutians to the Mexican Border which had been partially closed or on standby were re-activated with both Army Air Force and Navy fighter squadrons placed on alert. Also, extra radar was brought in in an attempt to track the balloons' course over the western United States. Although 285 balloons or balloon parts were recovered over the North American continent, only two were shot down by aircraft. However, this is not to criticize the pilots' ability. Low visibility, cloud cover, as well as the wide range of altitudes at which the balloons flew (from sea level to 38,000 feet) made them almost impossible to spot from the air. One Navy pilot flying through the dusk, pursued a "balloon-like" object for almost an hour without closing, only to discover he was trying to shoot down the planet Venus.



The success of intercept radar also was very limited. Although the balloon gas bag was large, only the small apparatus hanging below was radar reflective. Also, altitude-ranging radar of the day was not very practical.

By far the most effective deterrent to the balloon invasion came almost as a matter of luck. The American intelligence community, fearing a possible panic, asked the news media to report any sightings to the military, but not to write or broadcast any information to the public. Although confirmed balloon recoveries were made in such far-ranging places as Mexico, Alaska and even as far east as Farmington, Michigan, so complete was the news blackout that the Japanese were able to gather little information on the presence of their balloons over the United States. Believing their many launches were unsuccessful, and although they had over 1,000 on hand, the balloon project was terminated.

Six Americans were killed when, by pulling a balloon from a tree, they triggered the bombs. The only property damage, interestingly enough, was the temporary shutdown of the Hanford, Washington atomic plant, which was in the process of making our first atomic bomb, due to an electrical failure caused by a balloon shorting out power lines.

Tale Spins *by Jack B. Stankrauff*

OUTSTANDING WOMAN PILOT

Courageous, pioneering, record-breaker . . . Amelia Earhart was all of these and more! But perhaps a more descriptive phrase would be precedent-setting, for she was the first woman to conquer the skies. By so doing she brought respect to those unsung women flyers in the 1930s and fostered a spirit which brought women into aviation at the Space Age.

The Early Years

Amelia M. Earhart was born in Atchison, Kansas on July 24, 1898. She was a tomboy who loved sports and had an engrossing curiosity about mechanics. Upon graduation from a Chicago high school in 1916, she worked for two years as a nurses aide in a Toronto hospital caring for World War I wounded. This experience moved her so much that she became an avowed pacifist. She subsequently entered Columbia University as a pre-med student, but she dropped out after a year. After this came a series of teaching jobs and college courses. Her first air plane flight was in 1920. It so exhilarated her that she took lessons and became a licensed pilot.

First Female to Fly the Atlantic

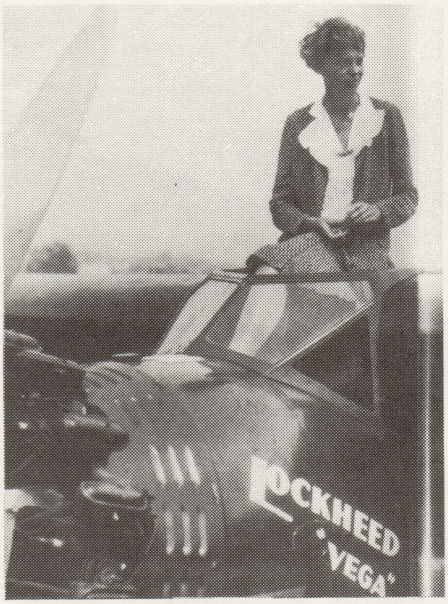
In 1927 when AE (as she liked to be called) was a social worker in Boston, prominent socialite Mrs. Frederic E. Guest heard of her interest in aviation. Mrs. Guest was sponsoring a transatlantic flight, and she chose Earhart to accompany two men on the flight – an offer AE couldn't refuse! They successfully completed the flight on July 16, 1928, in Admiral Richard E. Byrd's plane *Friendship.*

She quickly achieved fame as the first woman to fly the Atlantic. True, AE was only a passenger, but it strengthened her resolve to fly the Atlantic alone. Interestingly, in the euphoria that followed this flight, a leading cigarette maker paid non-smoker Earhart $1,500 to endorse their product. (She donated the money to Admiral Byrd for an Antarctic expedition.) The management of *McCall's* magazine was so shocked by this that they fired Amelia who was the aviation editor.

She Welcomed Challenges

Despite six major airplane crashes, AE was never hesitant to meet the challenge of flying. She had spirit – a half century before the "Right Stuff!" Nor was she egoistical – her modesty and self-effacing attitude were her popular strengths.

And strong she was! On July 6, 1930, AE set a speed record of 181.18 mph. She subsequently flew an autogiro to the record height of 18,451 ft. One of her most important achievements occurred on May 20-1, 1932, when she flew the Atlantic solo. Although her Lockheed Vega developed an oil leak, spewed exhaust flames from the manifold, and encountered instrument failures, AE became the first woman to accomplish this feat. Her planned destination was Paris, but the mechanical difficulties forced her to change course for Ireland. She landed near Londonderry on May 21.



Amelia Earhart sits on the wing of her Lockheed Vega.

Significantly, she flew a Lockheed Vega (designed by John Northrup) in most of her record-breaking flights. (Today, the only Vega left besides the Smithsonian's has an asking price of $340,000!) AE believed in traveling light on her long-distance flights. Her food consisted of a can or two of tomato juice, an awl for punching holes in those cans, a bottle of smelling salts (she abstained from coffee and tea), and a cosmetic compact to look good for the waiting reporters when she landed.

The following year she set a transcontinental speed record on July 7. On January 11, 1935, Earhart was the first woman to fly solo from Honolulu, Hawaii to Oakland, California, again in a Lockheed Vega. Three months later, on April 19, she flew her Vega from Los Angeles to Mexico City for another female flight first. AE never compromised with chance – she planned her flights with clinical thoroughness and practiced each to gain experience with new equipment and techniques.

Fortunes

Resolute in her determination to achieve her goals as a woman aviator, Amelia Earhart never con-

sidered marriage until publisher George Putnam became her husband in 1929. He proposed six times before she accepted. She was the second of Putnam's four wives. An aviation enthusiast himself, George Putnam wrote ten books on flying and aviators. While the marriage was a good one, AE still committed herself to flying. Under Putnam's management, she lectured, endorsed products (cars, lightweight luggage, dresses, pajamas, etc.), wrote newspaper and magazine articles, and was aviation editor for **Cosmopolitan** magazine. In 1935, she was appointed visiting aeronautics advisor for Purdue University. Earhart was also the first president of the Ninety Nines, an organization of licensed women pilots. Despite these rewards, Amelia Earhart never allowed herself to be exploited. She always exercised full power in all business ventures and used the money mostly for planes and flight equipment.

Equality

Despite the stifling stereotype imposed upon women of the 1930s and before, Amelia Earhart believed women were completely capable as men. Her record flying feats proved this. She steadfastly advocated that women should do everything that men did. She even suggested that men could well to become familiar with household chores. Consequently, all women shared in AE's aviation accomplishments.

Her Final Flight

AE planned a flight around the world at the Equator, an awesome distance (for that time) of 29,000 mi.! During this early period of aviation, there was no radar, no navigational satellites, no radio navigational beams, and no radios of great signal strength – let alone knowledge of such things to guide aircraft. She chose a two-engined Lockheed *Electra* with two extra fuel tanks to add 4,000 mi. to the plane's range, as well as a spe-

"AE"

cially-equipped navigation cabin. Her navigator was Pan American pilot Fred Noonan, who had planned Pacific air routes. There was no interphone aboard so Earhart and Noonan communicated with notes attached to the end of a fishing pole! They both flew the *Electra* for weeks on shake-down flights. They had the benefit of advise from a select cadre of mechanical and navigational experts.

Their west-to-east flight plan called for take-off from Oakland, California, with the very last leg over the broad Pacific from Lae, New Guinea to Oakland, with refuelling stops on Howland Island and Honolulu. The first 22,000 mi. of the flight went well. For the last leg, the U.S. Coast Guard cutter, *Itasca*, was stationed off Howland Island to give Earhart and Noonan homing signals and weather reports. A high-frequency radio direction finder was set up ashore. The *Itasca* briefly communicated with Earhart, then lost contact. That was the last radio message heard from AE. The *Itasca* plus a U.S. Navy force of seven ships and numerous aircraft searched the Pacific between Lae and Howland Island for 16 days, but found nothing.

The Mystery Remains

Where and how Earhart and Noonan were lost remains a mystery today – over 50 years later. The most popular, but purely speculative theory suggests that Earhart's aircraft had cameras mounted in the nose to photograph Japanese Pacific bases, that they ditched off Saipan or Truk, were taken into custody by Japanese soldiers and shot as spies. No Japanese or United States government or military records ever disclosed that this happened. Furthermore, it is highly unlikely that Earhart, a pacifist, would even agree to fly a military spy mission. Other myths also exist to what really happened, but until their plane wreckage or records are found, no one will ever know.

THE LAST DOGFIGHT

by Doc Madison

You probably thought that the very last dogfight in the ETO during World War II was fought high in the wild blue yonder between a P-38, P-47, or P-51 of the 8th or 9th Air Force and an ME-109 or FW-190 of the wily Luftwaffe. Wrong! It all took place just west of Berlin, only a few hundred feet above the trees, between a US 9th Army Piper Cub and a Fiesler Storch, a small German observation plane. Following evasive action by the Storch, the pilot of the Cub maneuvered his aircraft alongside the German aircraft, and he and his observer then blasted away with their .45 automatics at the range of 20 feet, causing the Storch to crash in a cow pasture. They then landed and quickly captured the Storch crew, who were heard to utter, "danke, danke, danke." The Cub crew were the only airmen during the war to shoot down a German aircraft with a pistol. *C'est la guerre!*

Buff Briefs . . .

THE B-52's ROLE IN SOUTHEAST ASIA

PART III

by Toni Koski

In 1968, as the B-52 passed three years of combat in Southeast Asia, tactics were designed around a non-threat environment. Flying in trail at least 1,500 yards apart, the aircraft in a three-ship cell would impact their bombs in a 3,000m long by 1,000m wide box on the ground.

Several B-52s flying in trail would make up a wave and several waves formed a stream. Formation was maintained by the radar in the nose of each bomber.

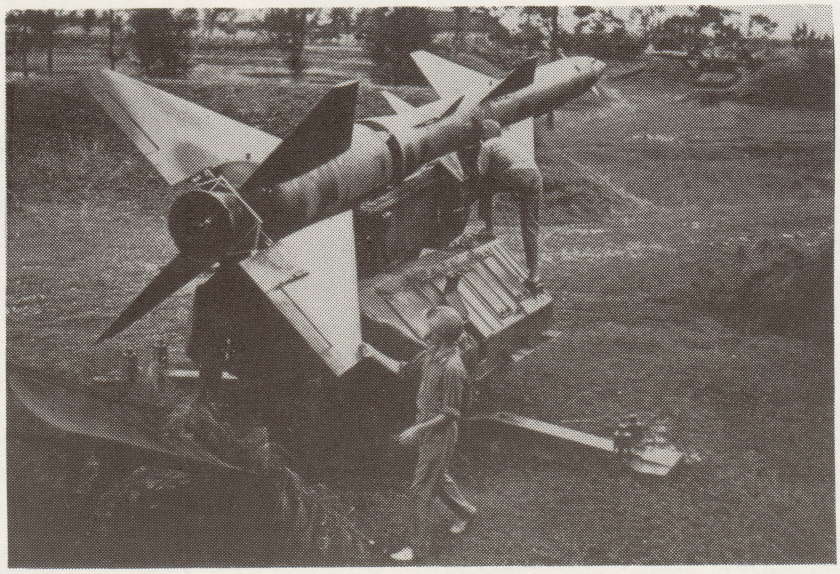
The lead aircraft used its radar for navigation or bombing while the aircraft following timed the drops of their bombs after the lead's release. If the aircraft were out of formation or questioned the accuracy of the lead B-52, they could choose their own release point with onboard radar.

At times, the onboard radar failed and the mission was flown 'Bonus Deal' where the tailgunner in the preceding BUFF would use his smaller defensive radar to guide the disabled aircraft directly behind the lead BUFF. This disabled plane would then drop at the same time the leading aircraft released. The bombs from both aircraft would land on the same spot, reducing the area covered, but still providing an accurate drop.

The waves and streams all came in on the same heading. The bomb bays were opened one minute prior to the bomb run, greatly increasing the aircraft's radar signature. This was no problem when working in a non-threat environment. But later, as the BUFFs moved up north with the heaviest anti-aircraft ever, this rigidity in tactics did pose a problem.

As for tactics, the North Vietnamese became very familiar with American bomber operations, especially when the BUFFs turned on and tested the ECM gear a certain number of minutes prior to release. Also, test dropping of chaff bundles announced to the enemy that a bomb drop was about to occur.

SAC was quite rigid in its desire to leave the BUFF tactics alone, much to the dismay of many crew members who desired a change.



North Vietnamese SAM Site.

With the stepped-up role of the B-52 in Southeast Asia, a Stratofortress Replacement Unit (RTU) was set up within the 93rd Bomb Wing's 4017 Combat Crew Training Squadron at Castle AFB, California, on 15 April 1968. The RTU's primary mission was to cross-train crews from B-52Fs through Hs into the B-52D. After two weeks of schooling, the crews were send to U-Tapao, Anderson and Kadena. The purpose was to have all of SAC rotating though the theatre.

On 14 July, the B-52s made their deepest penetration into North Vietnam. They flew 15 miles north of the DMZ, hitting troop and supply targets. It was a frustrating situation for commanders and crews alike. The B-52 had the striking power of no other weapon and yet it was being sent a few miles north while F-105s, F-4s and other tactical fighters were pushed farther into enemy skies.

On 18 July, the B-52s were sent against SAM sites in North Vietnam for the first time. This was primarily to help the fighters who were facing steep odds in trying to lay down enough ordnance to be effective as bombers.

The 'Rolling Thunder' operation came to an end as President Johnson ordered an end to all air, naval and artillery bombardments of North Vietnam on 1 November at 0800 hours. This action was intended to help deescalate the war and move the North Vietnamese toward a final peace.

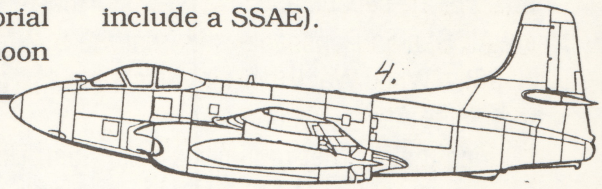
The Air Force and other services had flown around 304,000 tactical sorties and 2,380 B-52 sorties, dropping 643,000 tons of bombs. Since June 1965, the BUFFs had dropped more than 886,490 tons of bombs while flying over 35,680 sorties. A vital and important role was played by the KC-135s as they flew over 79,640 sorties to refuel more than 330,090 aircraft from January 1965 to November 1968. And yet, this was only a preview of things to come!

MEMORIAL DAY OBSERVANCE PLANNED

The YAF's seventh annual Memorial Day Observance is scheduled for Sunday and Monday, May 28-29, 1989. This year's theme is "Korea – The Forgotten War." Over 50 display aircraft are expected, many of which will be of Korean War and WWII vintage.

The event runs from 9-5 on Sunday, and 8-5 on Monday. Plans currently include an open house, Michigan's largest aviation gift shop, museum tours, weapons displays, live radio and television programs, and refreshments all day on both days. On Monday a pancake breakfast is scheduled from 8-1, and a lunch menu from 11-5. There will be numerous aviation-related and veterans displays by such groups as the Tuskegee Airmen, the Civil Air Patrol, the Vietnam Veterans, etc. The Memorial Day Program will begin at noon Monday with fly-overs and distinguished speakers.

Korean veterans will be admitted free as our special guests. Admission for all others will be $5.00 per car by pre-sale, and $8.00 at the gate. Tickets may be purchased in the gift shop or by mail to The Yankee Air Force, P.O. Box 1100, Ypsilanti, MI 48197 (please include a SSAE).



WILLOW RUN NEWSLETTER RESURRECTED

The Willow Run newsletter has returned. After a six-month hiatus, **Bill Abbott** and **Dennis Chie** have turned out the first two editions of *Hangar Happenin's*, with news about the Willow Run Division. Other contributors to the first edition are **Al Scotford**, and **Barb Sutton.** Executive Director **Ray Hunter** and President **Russ Maxwell** also provided commentary, from which the following excerpts were taken.

President Calls for Spending Restraint

"As you know, we are having money problems here at the museum. To pay our bills, we will have to tighten our belts, and use what money we have very wisely. We may have to use money we have set aside for your committee to pay our most urgent bills. I am asking that all committees cut back on their budgets and not spend any money until we get back on our feet. Do what you can with less. There are things that can be done without spending money. We can clean up, fix up, etc. our museum until we get the money to spend."

Executive Director Notes Progress

"I've received stated approval for the manufacture and installation of directional 'traffic generator' signs for the Belleville Exits at both I-94 and Michigan Avenue. That should tell people who we are and where we are. (Did you know that at some busy exits of I-94, 3,000-5,000 cars per hour go by? Think about it!)

"National Wire Corporation has agreed to provide assistance in rewiring the B-17. As soon as **Dean Green** (quadruple bypass) gets back on his feet, we'll get that project in full swing again.

"I don't have to tell you that the YAF needs money. We're working several initiatives to increase membership, increase traffic to the museum, and contact corporations for support. On the subject of corporate support, we can hurt ourselves by not remaining positive at all times. Visitors to YAF quickly 'pick up' on negative vibes! Let's talk about the good things to our guests and not publicly air our internal (and sometimes political) squabbling. In my judgement, there are a lot more good things going around here than "not so good' things. If a potential corporate donor is "turned off' by one or two gripes, the entire YAF will suffer! Enough said on that note."

If you have material for *Hangar Happenin's*, contact Dennis Chie at 699-0339 or Bill Abbott at the hangar. WELCOME ABOARD, HANGAR HAPPENIN'S!

"I've received stated approval for the manufacture and installation of directional 'traffic generator' signs for the Belleville Exits at both I-94 and Michigan Avenue. That should tell people who we are and where we are.

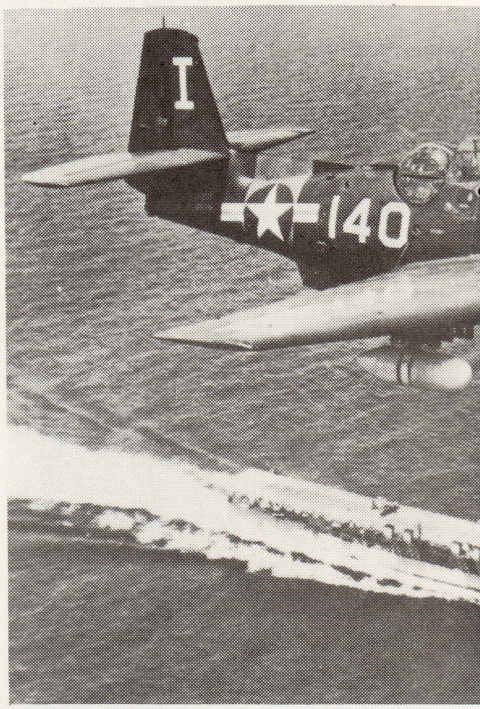
HOW WE SPENT OUR SUMMER VACATIONS – 40 YEARS AGO!

Forty years ago – August of 1949 – two present Yankee Air Force Willow Run members took part in the two-week Reserve training cruise pictured here ... and helped set a record!

Sam Sturgis and **Dick Melton,** then both Junior Grade Lieutenants and pilots in Naval Air Reserve fighter squadron VF-59A, were among the 54 pilots of the three squadrons that made up Carrier Air Group 59 from Naval Air Station Grosse Ile near Detroit. For the second and third weeks of that month, the air group operated out of Naval Air Station Pensacola and from the 552-foot flight deck of the *USS Cabot* (CVL-28), a World War II light aircraft carrier, as it cruised the Gulf of Mexico and the waters of the Atlantic Ocean.

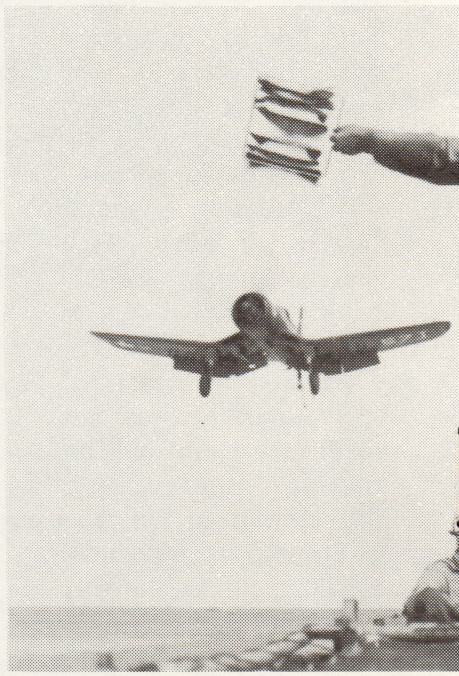
During their carrier requalifications, Sam, Dick and the other pilots of the air group set a record for Naval Air Reserve groups on two-week training cruises with 606 carrier landings – over three times the previous record.

Sam Sturgis, a professional photographer, contributed the photos on these pages from his personal collection.



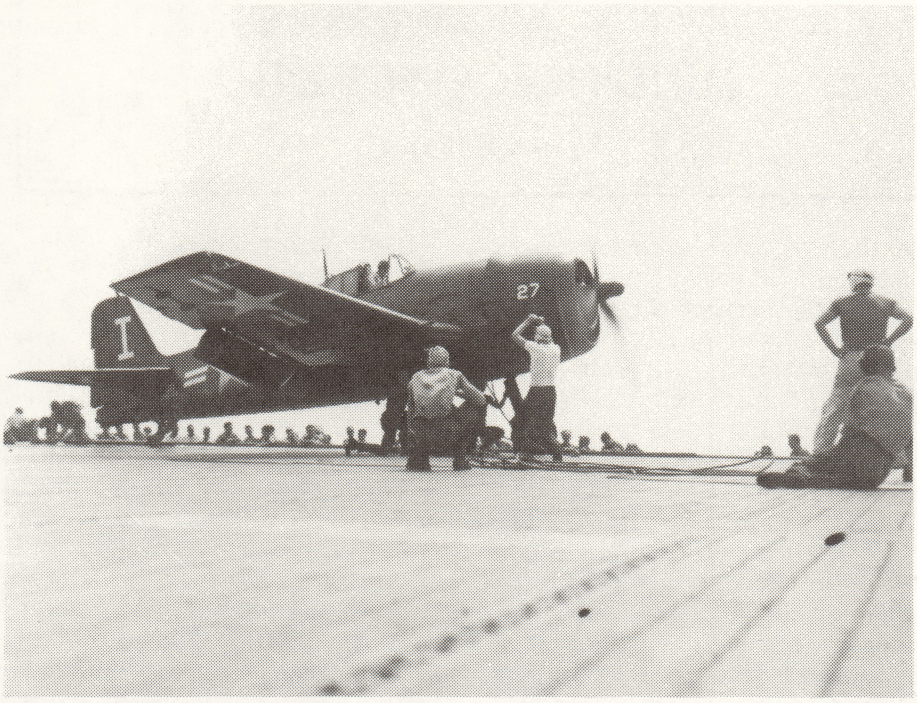
Grosse Ile TBM Avenger torpedo bomber circles the *USS C*
in August of 1949. Cabot was a World War II light carrier tha
earlier to serve as a training carrier at Pensacola. She wa

Two VF-59A Hellcat fighters being brought up from the hangar deck to the flight deck on the *Cabot's* forward elevator while more Hellcats await action farther aft.



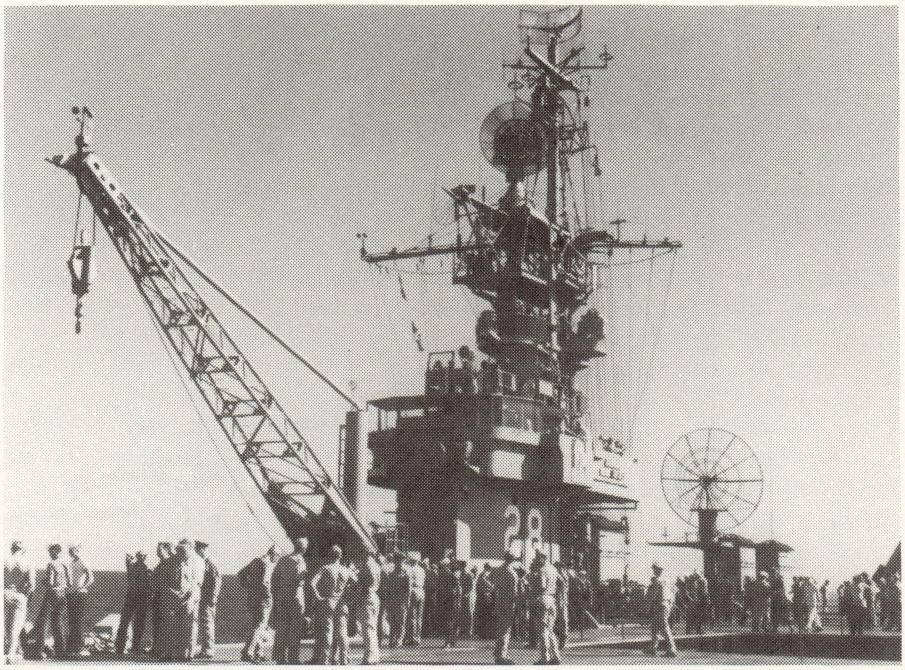
"Paddles," the Air Group's Landing Signal Officer, give
just before the "Cut" signal that will bring the plane ab

Cabot during Naval Air Reserve carrier requalifications
t had been taken out of the "Mothball" fleet ten months
as later sold to Spain.



F6F-5 Hellcat of VF-59A moves into position on the *Cabot's* port side catapult as the bridle of the catapult shuttle is attached to a hook below the nose of the aircraft. *Cabot's* two catapults were powered by compressed air, unlike the steam catapults in use today. Flaps are fully extended, rudder tab full left to counteract for torque during launch. Cowl flaps are fully open for engine cooling. Only two guns are mounted for gunnery practice.

s a "Roger" to the pilot of an approaching FG-1D Corsair
oard.



The island is the nerve center of the *USS CABOT* (CVL-28). The large crane in the left foreground was used to hoist planes aboard. Four short stacks (only three are visible here) were supported off the starboard side of the flight deck, aft of the island.

NATIONAL BOARD WRESTLES WITH FUNDING CONCERNS

by Jim Hanford

At their regular March meeting, the Board of Governors debated a number of issues including a 1989 budget, authorization for the C-47 to participate in an air show on Founders' Day weekend, and whether to sell the YAF membership list. The common thread, however, was the YAF's precarious financial position. An indication of the seriousness of the situation was that the proposed 1989 budget was tabled for a month to allow further proposals to be evaluated. The problem is that a $50,000 note on the B-17 comes due in July, and it cannot be renegotiated, which means that the YAF must obtain funds to pay it off. Another major increase in the 1989 budget over that of 1988 is the salary for the Executive Director. Among several options discussed were: (1) taking out a loan on the B-25, or (2) selling it outright, neither of which was acceptable.

The C-47 has been requested to appear at the Griffiths AFB air show near Rome, NY on September 16, which is the Saturday of Founders' Day weekend. The crew is willing to go, however, and the aircraft would return about 9 p.m. that evening. Furthermore, it is estimated that $3-4,000 can be achieved by Retail Sales, hence the Board's concurrence to participate.

A motion to sell the YAF membership list to a company which markets wines with aircraft labels was defeated. The current policy is not to release member information for any for-profit purpose. During the discussion it was pointed out that our membership list has never been sold, and that members have been assured it will not be sold.

In other business, the Board voted to accept the Fairchild F-24, which is on display at the Northwest corner of the hangar on a temporary basis. They also voted to limit this action to the period ending May 1, 1989, unless a formal loan agreement is executed between the YAF and the aircraft owner.

President Maxwell read a letter of resignation from Director Bill Mermelstein, effective immediately. Motions were passed to accept the resignation with regret and to declare vacent the nine-month balance of Bill's term, with action planned for the April meeting.

Executive Director Ray Hunter reported on his intent to reactivate the search for a B-24 in India. His review of all the preceeding actions in this matter have led him to conclude that some promising leads may have been abandoned too soon. Ray is also working on the development of new sources of funding. Toward this end he has contacted area veterans' hospitals and AARP chapters, and is laying the groundwork for hosting the chief executives of 500 corporations for a luncheon visit to the Yankee Air Museum. Another project is a Domino's Pizza promotion through which the YAF would receive $2.00 for every $5.00 pizza certificate that members can sell.

Some good news was received from the Mid-Michigan Division in the form of three checks totalling $5,286. These funds represent an insurance premium refund on a vehicle which was sold, a reimbursement of expenditures on a law suit, and a loan of $4,000 to help Willow Run Division get through the "revenue-lean" months.

MEMBERSHIP REPORT

by Charlie Lingenfelter

Eighty -five new members have joined our ranks since my last report in the January-February issue of the *Yankee Wings*.

Willow Run welcomes the following fifty-four (54) new members: 3152 Keith A. Bennet, 3153 Richard D. Nolan, 3156 Imogene Lary, 3157 John E. Haupt, 3158 Gene Sutton, 3159 Rick Jackson, 3160 Charles G. Hicks, 3161 John F. Fruner, 3162 Clinton K. Hawkins, 3163 Tim McGuire, 3164 Robert D. Watson, 3165 Gerald A Wake, 3166 James M. Miller, 3167 Thomas Hallman, 3168 Paul F. Jahn, 3169 Joan Jahn, 3170 Tom Young, 3171 Jay Bolt, 3174 Phillip John Bogater, 3175 Darryl James, 3176 Scott Phelps, 3177 Jack E. Schick, 3178 Peter J. Cunningham, 3179 James T. Burnham, 3180 William F. Sherman, 3181 James O. Willoughby, 3182 Henry A. Landers, 3183 John A. Bluth, 3184 Barry Brablec, 3185 Tad Alberts, 3187 Deane Baker, 3205 Stephanie Hunter, 3208 Michele Y. Goodes, 3209 James Turza, 3210 Joseph Corcoran, 3211 Ruth E. Johnson, 3214 Michael Markert, 3215 Brian Peplow, 3216 Lauren H. Fillmore, 3217 Frederick B. Capalbo, 3220 Henry A. Kopecky, 3221 Harry E. Andrews, 3222 Robert C. Leite, 3223 Joseph E. Risdon, 3224 Ken Despain, 3225 Carter P. Masteller, 3226 James H. Willey, 3227 Edward H. McNamara, 3228 Daniel Klik, 3230 Joseph Faecke, 3231 Robert W. Morningstar, 3232 Evelyn Rouse, 3233 Michael C. Howard and 3234 John R. Forsythe.

The **North East Division** signed up the following five (5) new members: 3155 Bernadette Hogan, 3172 Joseph Tonucci, 3173 Cornell Schultz, 3206 Arthur Harrison and 3213 Kenneth E. Kerr.

(Continued on Page 16)

DIVISION NEWS

Atlantic Coast Division: On February 11, 1989, the Atlantic Coast Division held its first meeting at Millville airfield. This meeting combined both the regular business meeting and general membership meetings. A provisional Division Council was elected, comprised of the following members:

Chairman, **William Force**

Vice Chairman, **Mike Stowe**

Asst. Secretary, **Nancy Lataweic-Nardi**

Asst. Treasurer, **Bill Diener**

Councilmen: **Jan Churchill, Hugh Hays, Bill McDowell,** and **Kelly Regal**

Liaison Officer, **John Monsport**

During the meeting all members visited the museum building that will eventually become the divisional home. This building formerly housed offices and a ready room for the WWII P-47 base. Much of the new division's efforts in the forthcoming months will be directed at getting the building fit for use.

The division plans to publish a monthly newsletter, *The Thunderbolt*, which was the title of the airfield's newsletter during WWII. The artwork in their masthead will be taken from the earlier newsletter.

Northeast Division: The NED has acquired a 1954 Reo-Studebaker 6x6 military truck through a donation of a member. It is complete, and needs only batteries and a title transfer to be usable. Since it lacks road gearing, it is not suitable for long distance trips, but should be very helpful for local shows.

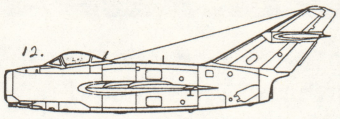
• • • • •

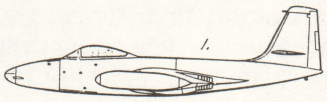
Mid-Michigan Division: The Aircraft Acquisition Committee is evaluating a French built Moran-Soulnier, single-engine observation plane which is approximately 50% restored. At present, the asking price and a location for completing the restoration are impediments to further action on MMD's part.

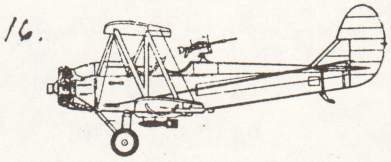
The Saginaw Sheriff's Department is hosting a Dawn Patrol on June 4 at Harry Brown Airport, with some participation from the YAF for ramp crew and security.

MMD is also negotiating with the Bishop Airport Authority for a site for meetings and hangar space. To this end, one of the division's officers will attend the authority's meetings on a regular basis, to keep abreast of items of interest to the YAF.

Northwest Division Council: Seated (l to r) Tony Giacobbe, Bob Fenner, Nadia Golowach, Elliott Shulman and Otto Mueller; Standing John D. Golderer, Ray Golowach, Bob Misskerg and Oscar Mueller. (NED Photo)







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YAF PEOPLE

Lee **Herron,** the founder of the Northeast Division and now living in Mohave, California, was mentioned in the April/May issue of *Smithsonian Air & Space* Magazine. In a feature article on leather flight jackets, it was noted that Herron's Aviators' World "...sells a couple of original jackets each month for up to $600."

DODDS & DODDS REALIZE LOFTY AMBITIONS

by Jack Elliott

Northeast Division member **Bill Dodds** of Freehold, NJ, soloed in a Piper J-3 Cub at the Hadley Airport on October 21, 1950, when he was 15 years old. Yes, you must be 16 to solo, but it was only a couple of weeks until his birthday, so Dodds didn't exaggerate by much. A year and a couple of weeks later, when Dodds was a legitimate 17, he received his private license.

Immediately upon graduation from Rahway High School, Bill went to an aviation school in Ft. Worth, TX, where, in a period of four months, he earned his commercial license, and instrument, multi-engine, and flight instructor's ratings, and a DC-3 type rating. He did it with money he earned working at the Hadley Airport.

After he did all that, somebody at the CAA (predecessor to the FAA) looked at the papers and thought something didn't add up. He was right. Dodds wasn't 18, which you must be to get a commercial license and all those ratings. They took back everything except his private license, which is legal at 17.

"On my 18th birthday (a few weeks later) they sent back all my ratings," Dodds recounts.

Dodds' number two son, Derek, is kind of a chip off the old block. His birthday, November 3, is just three days before his dad's, but he is just a tad more patient. He waited until his birthday last fall to solo. That, however, did not make the event any less remarkable.

Derek didn't solo an aircraft as mundane as a Cub or a Cessna 150. Flying out of Solberg Airport, he soloed two WWII trainers, a PT-17 Stearman biplane, and a T-6. The latter, with a huge 600 horsepower radial engine up front is the same airplane his dad flies as a member of the *Six of Diamonds*, the precision military formation flying team seen by thousands at air shows all over the East Coast.

Aside from being a little more patient than his father, Derek, a sophomore at Middletown High School South, is a little slower on the draw. "I made up my mind what I was going to be when I was eight," proclaims the elder Dodds.

"I never wanted to be a pilot until I was eleven," admits the younger Dodds. "I went for a ride with my dad in the T-6 . . . and that's when I knew." Derek first flew the Stearman when he was 13, and the T-6 when he was 14.

His dad is now a 747 captain and a check pilot with Flying Tigers Airline. Bill remembers very well the first money he earned as a pilot when he got his ratings back from the CAA. "I flew co-pilot in a twin-Beech . . . I don't remember how much I got, but when I cashed my check, I saved one dollar, which I still have – the first dollar I ever earned flying."

His next job was instructing in T-6s at an Air Force contract school in Kinneston, NC. Shortly thereafter, he was still 18, he was hired as a DC-4 co-pilot by Seaboard and Western Airlines. By that time he had logged 2,000 hours. After 11 months, he was furloughed.

During this brief stint he made one historic flight. He flew over the North Pole for the *National Geographic*. Thor Solberg, Sr., the first man to fly from the United States to Norway, and the founder of Solberg Airport, was aboard that flight.

Anticipating he would be drafted after he was furloughed, Dodds joined the Air National Guard, where he flew F-51s and F-86s. He was called back by Seaboard after 13 months to fly Lockheed Constellations. He was furloughed for the second and last time for nine months in 1961. Seaboard and Western became Seaboard World in 1980, and then merged with Flying Tigers. Now it is in the process of merging with Federal Express.

Aside from his airline and airshow flying, Dodds also does warbird checkouts for owners of World War II aircraft. These have included the Mid-Atlantic Air Museum's DC-3 and B-25; the Geneseo, NY, B-17 and A-26; Michigan's own Bob Burns; and the New England Escadrille in Manchester, MI.

During such a long and full career, is there one flight that stands out above all the others? Yes, there is. It was while flying Bob Burns' P-40 from Detroit to California. "In 1987, Judge William Clark, former Secretary of the Interior under President Ronald Reagan, bought it. I flew it to him in Paso Robles, CA, and checked him out in it."

"On the flight west, I was over Nevada when two A-4s spotted me at 14,000 feet and came up on me, one on each wing. There was a skull painted on each side of the [P-40's] cowl and six Japanese victories were recorded on each side. I'm wearing a helmut and goggles *a la* 1942.

"I do a high six barrel role and get on the tail of one of these guys. He lights his afterburner and disappears. Before I can do the same to the second one he hightails it, too. I wonder what stories they told when they landed. I think they must have thought they were on their final countdown. That was the most exciting and nostalgic flight I've ever had in my life."

(**Editor's note:** Jack Elliott is a reporter for the Newark, NJ *Star Ledger*, where he frequently writes aviation-related articles. He has, on occasion, written about Northeast Division activities.)

THE YAF FLIES THE LANSING SKIES

The history of Michigan is vast and interesting. Statehood was granted in 1837. In 1987 we celebrated the Sesquicentennial of that event. The legislature appropriated funding to build a library and museum to celebrate the rich heritage of Michigan. In planning the museum the State called upon the YAF to help develop a B-24 nose section exhibit. We provided leads and support and established rapport with a major museum. Over the years friendships grew, and by 1989 the State Museum was taking shape. The opening of the Michigan Library and Historical Center was scheduled for the week of March 6th. The ribbon cutting would be March 7th, with each day thereafter highlighting the library, the museum and the archives, respectively. The museum staff wanted to do something really special on Thursday, March 9th, which was "their" day. A fly-by of historic craft was suggested, and the idea snowballed from there. The YAF would coordinate the aircraft, and the State would pay for the fuel. The YAF set to making plans, and the State Museum staff went to work at their end. As with most of these projects there were glitches, and this fly-by was no exception.

YAF members Charles Lingenfelter, Ralph Gilpin, Rosemary Goodes and John Snider (l to r) get a guided tour of the Michigan State Museum. (S. Kalen)

When the idea was proposed in Lansing, the legislators liked it so much that we were asked to move the date up to the dedication of the whole complex on Tuesday. Our fly-by was to be the highlight of the dedication. This "command performance" was to be before the Governor, the Legislators, and dignitaries of the State of Michigan. The pressure was on. We coordinated with the U.S. Department of Defense, the FAA, the Michigan Air National Guard 127th TFW. the Classic Aircraft Corporation, the Michigan Stearman Association, the Kalamazoo Aviation History Museum, General Aviation Inc. of Lansing, and many others to pull this off.

Tuesday, March 7th, was cold, but by mid-morning all the glitches were resolved, and with Joel Alexander of WJR announcing, the aircraft thrilled the crowd. This 15 minute tribute included A-7's, a Waco F5, a T-6, our C-47 and a P-51. After the fly-by, we were provided a room in the museum to greet the public, and were afforded an opportunity to visit the museum and library.

The museum is built in two phases. Only the first is complete. It covers Michigan history up to 1900. Phase 2 will cover from 1900 on, and will include the B-24 nose section. It is scheduled to open in 1991. The YAF has already been asked to help with the opening of Phase 2. There are other proposed projects that the YAF may be involved in with the State Museum in the future. In all the YAF has made an impression on the State of Michigan.

The YAF and those members, who work so hard behind the scenes, came through again. It was clearly demonstrated that we spent half of the proposed budget allotted by the State. That is something legislators pay attention to. A hearty "Well done" to all who participated.

Pilots and crew who participated in the fly-by. (S. Kalen)

RESTORATION NEWS

B-17: Those who work in the hangar *know* it's always ten degrees colder inside, but the B-17 restoration crew has kept working throughout the cold winter months. So many people are involved that it is impossible to mention them all.

Sheet metal repair is continuing; the left side of the fuselage at the waist gunner's position is in the rivet removal stage. Sheet aluminum of the correct specification is on hand for installation. The No. 2 engine firewall has been inspected and repaired. The tail gunner's "pumpkin" is in the parts room, awaiting the shaping of the complex, metal flange. Other volunteers have been working on the cockpit windshield frame. A beautiful mahogany pattern is complete and has been shipped out for metal fabrication.

All fuel tanks have been removed, cleaned, inspected, tested for leaks, and prepared for storage until reinstallation is scheduled. Contrary to what other B-17 owners have experienced, our fuel cells were in excellent condition and clean throughout. The next step is to find a source for engine and fuel hoses. Removal of the fuel tanks has given the Wiring Crew an opportunity to begin removal of the old wiring in preparation for the design and fabrication of the new, up-to-date electrical system.

Engine accessories are being cleaned and inspected, as are the turbo-supercharger controls. Many parts remain to be located or fabricated, especially bomb racks, since they are also major structural components. If it sounds like much technical work is being accomplished by our dedicated volunteers, the impression is certainly accurate, however all work details are supervised by a licensed A & E mechanic.

Pembroke: The aircraft was run-up twice in February. Nose tires have been mounted, but the main gear tires were not mounted because this work is best done inside a hangar. At the time the aircraft will be jacked up, a gear retraction will also be performed.

– Stan Reich

• • • • •

B-25: The engine work will run over the moneys budgeted. It needs new Milspec hoses and, where necessary, fittings, at a cost of $1,198, and if mag overhaul is required, $2,975. It also needs Lord mounts, exhaust stacks, plugs, and a prop governor overhaul. A set of plugs was donated by **Jim Uhly.** Other work required includes bleeding the brake system, AD compliance for the props, and new radios.

• • • • •

Privateer: George Whitfield and his crew are continuing with their work on the flaps of the Privateer. Right now they have disassembled two of the more damaged and salt water corroded flaps and are making replacement ribs, channels and the skin for these flaps. There are still other flaps that need major work done to them so that they can be installed when the weather warms up once again. **Ralph Dujmovich** has cleaned and repainted some of the interior electrical fixtures and **Ken Brown** has been working on other electrical equipment.

Early in February George Whitfield and other YAF members procured a quanity of aluminum and a B-29 wheel which should help with restoration efforts. Also, a quanity of carpeting has been obtained through the efforts of **Paul Krupansky.**

– Al Scotford

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Membership Report

(Continued from Page 12)

Mid-Michigan has enlisted 3219 Faite Mack.

Saginaw Valley Division welcomes five (5) new members: 3154 Jon W. Bayless, 3186 John K. McCulloch, 3207 William S. Boville, 3212 John Vidergar and 3229 Robert Lewis.

Our recently chartered **Atlantic Coast Division** includes the following eighteen (18) new members: 3188 Michael T. Stowe, 3189 Eleanor Maszcycki, 3190 Walton L. Hogan, 3191 Howard Meeks, 3192 Elmer Thomas, 3193 Kelly Regal, 3194 Ted Woodo, 3195 Mark C. Greeley, 3196 Jack Peterson, 3197 William W. Diener, 3198 Andrew P. Kondrach, 3199 Keith Thomas, 3220 Gary Eagle, 3201 Ralph H. Trout, 3202 Thomas M. Romaniship, 3203 Walter Stowe, Jr., 3204 Patricia Faulkinburg and 3218 Robert J. McDowall.

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MUSEUMOLOGY

YANKEE AIR MUSEUM OBTAINS EARLY JET ENGINE

Lee Bassett and **George Whitfield** were instrumental in the loan of a Fan Jet engine from the YAF to the Detroit Institute of Aeronautics in return for the loan of a very early English Whittle jet engine. This engine, serial number X000255, can be seen in our museum engine room. Whittle engines developed 1,600 pounds of thrust, and were the powerplants for the USAAF's first jet aircraft, the Bell P-59 *Airacomet*, which was built in 1944, and used two each. One favorable feature was the ease with which they could be changed. The bad news was that they didn't last very long, hence were often changed. The Whittle engine was developed in England by Frank Whittle, and the prototype was flown to the United States in the bomb bay of a B-24.

BOEING AIRCRAFT TOUR

Ask almost anyone to name the largest building – by volume – in the world. The odds are great they'll never guess that the title goes to a cavernous structure in the town of Everett, Washington, where the Boeing Company makes its jumbo jets.

Visitors can tour the main building, which sprawls over 62 acres and contains 291 million cubic feet – more volume than any other structure on earth. On the tour, guides recite their remarkable facts about the operation: that the electricity used to light this facility is equivalent to the energy used to light 32,000 average American houses; that Boeing uses more than 4.5 million parts and 135 miles of wire to produce a single airplane.

The tours show some of that process, beginning with a film that, in seven minutes of speeded-up action, depicts the major assembly procedures for the newest Boeing jetliner, the wide-bodied 767. The film includes sights that won't be seen on the tour, because actual manufacturing proceeds slowly. It usually takes two months to build one plane.

Visitors enter the manufacturing building through an underground corridor that protects against inclement weather, of which there's an abundance in the Seattle area. An elevator then takes them to a balcony overlooking a part of the building where shiny noses, center sections, and tails for 747's wait to be assembled, and body sections are being riveted together. Nearby is a completed plane ready to be rolled out the door – a portal as wide as a football field is long.

On the other side of this plant, which looks like an immense parking lot for planes, sleek Boeing 767's are assembled. They are all silvery green metal, except for the partially painted tails. Anyone who is good at putting puzzles together can figure out the fragments of letters and colors which airline is buying each plane.

Once the planes are fully painted, they are brought to the flight line, where they're tested and consigned to pilots who have come to fly them away for the world's airlines.

To sell the 300 planes made annually, Boeing salesmen globe-trot up to 220 days a year. You'll probably win another bet if you guess that Boeing jets are their preferred way to fly.

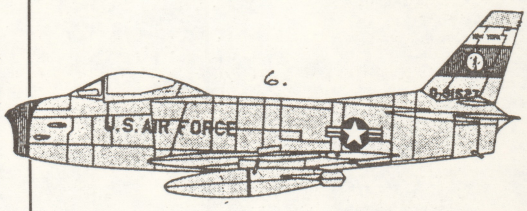
For more information, contact Boeing Tour Center, Boeing Commercial Airplanes, Seattle, Washington 98124; (206) 342-4801. The facility is located in Everett, 26 miles north of Seattle via I-5 and State 526. Tours are given Monday-Friday 8:30 a.m. to 3:00 p.m. Admission is free; children under ten are not allowed in the plant.

Michigan's Aviation Heritage

(Continued from Page 4)

landing gear was to be of the tricycle type, retracting flush into the wings and the fuselage. Armament intended for the XP-57 varied with one version having two .50 caliber machine guns in the nose plus one 20 mm cannon firing through a hollow propeller hub.

Estimated performance figures included a maximum speed of 308 mph at sea level and a maximum range of 960 miles, with a cruising speed of 265 mph. The fuel capacity was to be 125 gallons. The service ceiling was expected to be 26,000 feet.



By February 1941, however, the Tucker Aviation Corporation had run into financial problems due to the rapid expansion of the gun turret manufacturing business. Because of this progress on the XP-57 design had fallen behind schedule and the Air Corps was concerned about Tucker's lack of aircraft production facilities. As a result, the contract was cancelled.

Because no airplane or mock-up was built, there are no photographs of the XP-57 available to accompany this article. The drawing shown here is based on the original proposal sketches. It gives a good idea of how the final airplane would have appeared if it had been built.

Several years later, as the war came to an end, Preston Tucker announced his Tucker Torpedo automobile, but that is another story. For those interested in that aspect of the Tucker history, we recommend that you see the movie. Preston Tucker died in 1956, and is buried in Flat Rock, Michigan.

YANKEE AIR FORCE 1989 AIRSHOW SCHEDULE

	May 20???	Armed Forces Day Static Display	Lansing, MI
C-47?	May 20-21	Glenview NAS Open House	Glenview, IL
C-47?	May 21	Benton Harbor Fly-in	Benton Harbor, MI
C-47!	May 28-29	YAF Memorial Day Observance	Ypsilanti, MI
C-47?	May 29	Fly-by of Plymouth Parade - 10:30 a.m.	Plymouth, MI
C-47!	May 29	Fly-by of Dearborn Parade - 11:00 a.m.	Dearborn, MI
C-47!	May 29	Fly-by of cemetery for VFW - 11:45 a.m.	Ann Arbor, MI
	June 3-4	Flint Airshow - T-Birds (3rd)	Flint, MI
	June 3-4	London International Airshow	London, Ontario
C-47?	June 3-4	North Central Indiana Air Expo	Elkhart, IN
C-47!	June 4	K.I. Sawyer AFB Open House - T-Birds	Gwinn, MI
	June 4	Coldwater Fly-in	Coldwater, MI
	June 10-11	Kalamazoo Airshow - Snow Birds	Kalamazoo, MI
	June 17-18	Hamilton Airshow - Snow Birds	Hamilton, Ontario
C-47?	June 17-18	Gaylord Airshow	Gaylord, MI
C-47?	June 17-18	Grand Rapids Airshow	Grand Rapids, MI
	June 17-18???	Harbor Springs Fly-in	Harbor Springs, MI
	June 17-24	Balloon Championships & Airshow	Battle Creek, MI
	June 24-25	Windsor Airshow - Snow Birds	Windsor, Ontario
C-47!	June 24-25	Quad City Airshow - Blue Angels	Davenport, IOWA
C-47?	July 1	Houghton Airshow	Houghton, MI
C-47?	July 1	Traverse City Static Display	Traverse City, MI
C-47?	July 2	Traverse City Static Display-Rain Dt.	Traverse City, MI
	July 4	Plymouth 4th of July Parade Fly-by	Plymouth, MI
C-47!	July 4	Ann Arbor Airshow	Ann Arbor, MI
	July 7-9	CAF Motor City Squadron Static Disp.	Monroe, MI
	July 15-16	Rockford Airshow	Rockford, IL
C-47?	July 22-23	Prairie Aviation Museum Airshow	Bloomington, IL
	July 22-23	Kenosha Airshow	Kenosha, WI
	July 22-23	Dayton Airshow - Blue Angels	Dayton, OH
	July 28-Aug. 3	EAA Convention	Oshkosh, WI
C-47!	July 29-30	Willow Run Airshow - Blue Angels	Ypsilanti, MI
	Aug. 8-14???	CAF B-24 and B-29 Static Display	Pontiac, MI
C-47!	Aug. 13	Tri-City Airport Open House	Saginaw, MI
C-47!	Aug. 18-20	National Warplane Museum Airshow	Geneseo, NY
	Aug. 25-27	Sussex Airshow	Sussex, NJ
	Aug. 26-27	Drummond Island Airshow	Drummond, MI
C-47!	Aug. 26-27	WI/IL Stateline Division Fly-in	Janesville, WI
C-47!	Aug. 30	Wurtsmith AFB Open House - T-Birds	Oscoda, MI
	Sept. 2-4	Cleveland Airshow - T-Birds	Cleveland, OH
C-47?	Sept. 16	Griffiss AFB Open House - T-Birds	Rome, NY
C-47	Sept. 17	YAF Founder's Day Open House	Ypsilanti, MI
	Sept. 23-24	McGuire AFB Airshow - Blue Angels	McGuire AFB, NJ

Legend: ! - C-47 committed ? - C-47 participation under negotiation
??? - Event is questionable (Actually many scheduled airshow-type events experience changes in dates and events, times, etc. Readers are advised to confirm details if planning to attend.

Ridership on YAF-owned aircraft is open to all YAF members, and is encouraged, since historically the "privilege" falls on the same few throughout the long airshow season. Riders are expected to help with YAF fundraising and membership efforts while at the show, and must also pay their own lodging and other expenses. If you are interested in going to a show on a YAF aircraft, please submit your name, telephone number and show(s) interested in to **Todd Hackbarth,** Airshow Coordinator, at (313) 939-5724 as soon as possible.

AIRCRAFT IDENTIFICATIONS

1. McDonnell F2H-2 *Banshee*
2. Grumman F-7F-3N *Tigercat*
3. Mikoyan-Gurevich MiG-15
4. Douglas F-3D-2 *Skynight*
5. North American F-51D *Mustang*
6. North American F-86H *Sabre*
7. Ilyushin IL-2M *Stormovik*
8. Yakovlev Yak-9P
9. Fairey *Firefly* Mk.V
10. Grumman F9F-2 *Panther*
11. Yakovlev Yak-15
12. Mikoyan-Gurevich MiG-15bis
13. Hawker *Sea Fury* FB II
14. Douglas AD-4 *Skyraider*
15. Chance-Vought F4U-4 *Corsair*
16. Polikarpov Po-2

YANKEE AIR FORCE

REUNIONS

P-47 Thunderbolt Pilots Association: May 12-14, 1989, in Minneapolis, MN. Contact: Marvin Rosvold, 600 S. 13, Norfolk, NE 68701, Tel. (402) 371-6633 Office, 379-2825 Home.

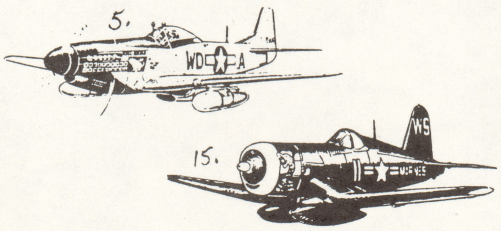
P-51 Pilots Association: June 30-July 5, 1989, in Denver, CO. Contact: Col. Mathias J. "Mickey" Martin, USAF (Ret.), 7403 E. Jamison Dr., Englewood, CO 80112; Tel. (303) 721-7844.

China-Burma-India Hump Pilots and Support Personnel: August 23-27, 1989, in Spokane, WA. Contact: Mrs. Jan Thies, Executive Secretary, 808 Lester St., Poplar Bluff, MO 63901; Tel. (314) 785-2420.

P-40 Warhawk Pilots Association: October 6-8, 1989, in Orlando, FL; Contact: Bob Williams, 600 Valley Forge Rd., E., Neptune Beach, FL 32233; Tel. (904) 246-6093.

AVIATION TOURS OF ENGLAND PLANNED

Aviation author Jeff Ethell and his wife Bettie will be leading two historic tours to England this year: June 9-21 centered around the Duxford and Biggin Hill airshows, and September 7-19 with the Duxford air show featured. There will be visits to former 8th Air Force airfields, the RAF Museum at Hendon, the Royal Navy Fleet Air Arm Museum at Yeovilton, the Shuttleworth Collection and the Imperial War Museum at Duxford. There will be plenty of sightseeing thrown in for couples, including London, Scotland, Stonehenge, Bath, Statford-upon-Avon, York, Blenheim Palace and some special dinners and overnight stays at old English manors and the RAF Club. For details contact Jeff at Rt. 1, Box 3154, Front Royal, VA 22630. Phone: (703) 636-1816.



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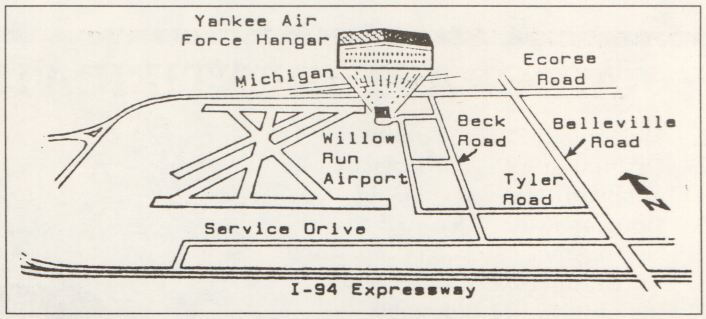

CALENDAR

MAY 1989

3 – Headquarters Division General Membership (WR)
3 – Northeast Division Council – 7:00 (NE)
4 – Wisconsin/Illinois Division General Membership (WI/IL)
6, 7 – YAF Garage Sale (WR)
9 – Saginaw Valley Division Council (SV)
9 – Membership Staff (WR)
10 – B-17 Crew (WR)
10 – Mid-Michigan General Membership – 7:00 (MM)
13 – Restoration Crew – 2:00 (WR)
16 – Saginaw Valley Division General Membership (SV)
17 – National Board of Governors (WR)
17 – Northeast Division General Membership – 7:00 (NE)
17-21 – B-24 50th Anniversary Celebration & Reunion – Ft. Worth, TX
18 – Publications Staff (WR)
23 – Wisconsin/Illinois Division Council – 7:00 (WI/IL)
24 – Mid-Michigan Division Council (MM)
28, 29 – YAF Memorial Day Observance and Fly-in (WR)*

JUNE 1989

1 – Wisconsin/Illinois General Membership (WI/IL)
7 – Headquarters Division General Membership (WR)
9 – Restoration Crew – 2:00 (WR)
13 – Membership Staff (WR)
13 – Saginaw Valley Division Council (SV)
14 – B-17 Crew (WR)
14 – Mid-Michigan Division General Membership – 7:00 (MM)
20 – Saginaw Valley Division General Membership (SV)
21 – National Board of Governors (WR)
21 – Northeast Division General Membership – 7:00 (NE)
22 – Publications Staff (WR)
27 – Wisconsin/Illinois Division Council – 7:00 (WI)
28 – Mid-Michigan Division Council (MM)

FUTURE 1989 EVENTS TO PLAN FOR:

Sept. 16, 17: YAF Founders' Day & Open House
Nov. 1-3: Aeronautical Design Symposium commemorating 75th year of the Aeronautical Engineering Department, University of Michigan, Ann Arbor

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NOTES:

- All meetings begin at 7:30 PM, unless otherwise noted.
- An entry marked with an asterisk (*) indicates more information may be found elsewhere in this issue.
- Any additions or corrections to the calendar should be submitted to Stan Reich, Te. (313) 427-8014.

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